

**ಶ್ರೀ ಎಚ್. ಎನ್. ನಂಜೇಗೌಡ.**—ಈಗಾಗಲೇ ಕಚ್ಚೆಯ ಕೆಲಸ ಪ್ರಾರಂಭವಾಗಿರುವುದರಿಂದ ಜನಗಳಿಗೆ ಕೊಟ್ಟು ಹೇಳಿಕೆಯ ಪ್ರಕಾರ ರಿಹ್ಯಾಬಿಲಿಟೇಷನ್ ಕಮಿಟಿ ಎಂದು ಮಾಡಿದ್ದಾರೆ. ಅದಕ್ಕಾಗಿ ಒಬ್ಬ ಸ್ಟೆಷನ್ ಅಫೀಸರನ್ನು ನೇಮಕಮಾಡಿದ್ದಾರೆ. ಆದರೂ ರೈತರಿಗೆ ಪರಿಹಾರ ಸಿಕ್ಕಿಲ್ಲ. ಇದರಿಂದ ಅವರ ಗೋಳನ್ನು ಕೇಳುವವರು ಯಾರು ?

**ಶ್ರೀ ವೀರೇಂದ್ರ ಪಾಟೀಲ್.**—ಸರ್ಕಾರದ ಪಾಲಿಸಿ, ಸಂಬಂಧಪಟ್ಟವರು ಊರುಗಳನ್ನು ಖಾಲಿ ಮಾಡಿ ಹೋಗಬೇಕೆಂಬುದು. ಆದರೆ ಪರಿಹಾರ ಧನ ರೈತರಿಗೆ ಮೊದಲು ಕೊಡುವ ಅವರನ್ನು ಊರು ಬಿಟ್ಟು ಹೋಗಿ ಎಂದು ಸರ್ಕಾರ ಹೇಳುವ ಹಾಗಿಲ್ಲ.

### Small Car Project

\*Q—23. **SRI C. K. RAJAIAH SHETTY** (Chicknayakanahally).—

Will the Chief Minister be pleased to state :—

(a) whether there is any proposal to start a small car project in the State ;

(b) whether the Centre has agreed to licence ;

(c) if not, the reasons for the same ?

**A.—SRI A. P. APPANNA** (Deputy Minister for Industries) [on behalf of the Chief Minister].—

(a) Yes. M/s. Mysore State Industrial Investment and Development Corporation Ltd., have applied to the Government of India for the grant of a licence for the manufacture of small cars.

(b) No.

(c) The Government of India have intimated that there is no scope for the establishment of a new unit for the manufacture of this item involving foreign exchange requirements. The Mysore State Industrial Investment and Development Corporation Limited have again made a representation to the Government of India requesting them to issue a "letter of intent".

**SRI C. K. RAJAIAH SHETTY.**—It is stated that because of the foreign exchange difficulty, the Government of India is not willing to give licence to small Car project. Are you aware very recently in Lok Sabha, the Minister for Industries said that there is scope for small car industry and it has hope of giving clearance. Secondly, very recently after returning from Delhi, the Chief Minister made a statement that there is still hope of getting licence. Is it a fact ?

**SRI A. P. APPANNA.**—Whilst the Government of India have intimated that there is no scope for the establishment of a new unit, they have called for further particulars also about this project. We have sent further particulars and we have also deputed the person who has created this proto-type Mr. P. M. Reddy to go to Delhi and explain the matter in detail to the Government of India.

**Sri S. RAJAGOPAL.**—May I know the date on which the first application was made and the second date on which representation was again made to the Central Government?

**Sri A. P. APPANNA.**—The first application for licence was filed on 31st March 1966. The Government of India wrote to us on 23rd January 1967 and we have furnished further particulars on 14th February 1967.

**Sri C. K. RAJAI AH SHETTY.**—Is it not a fact that some of the political business magnates who are manufacturers of Cars at present are coming in the way of granting licence for us?

**Sri A. P. APPANNA.**—The State Government is not competent to say that.

**Sri H. C. LINGA REDDY.**—May I know whether the Chief Minister and his Cabinet Colleagues had talks with the representatives of the Government of India in this connection and if so, what is the outcome thereof?

**Sri A. P. APPANNA.**—The Chief Minister had discussion with the Government of India recently and the Government of India has promised to consider it again.

**ಶ್ರೀ ಎಸ್. ಎಸ್. ಅರಕರೆ.**—ಈ ಸಣ್ಣ ಕಾರಿನ ಯೋಜನೆಗೆ ಫಾರಿನ್ ಎಕ್ಸ್‌ಚೇಂಜ್ ತೊಂದರೆ ಯಾಗಿ ನಿಲ್ಲು ತೆಗೆದುಕೊಂಡಿಲ್ಲ. ಕೇಂದ್ರ ಸರ್ಕಾರ ಮಂಜೂರು ಮಾಡಿಲ್ಲ. ಫಾರಿನ್ ಎಕ್ಸ್‌ಚೇಂಜ್ ಎಷ್ಟು ಕೊಡಿ ಹಣ ಅಂದಾಜು ಮಾಡಿದ್ದೀರಿ?

**Sri A. P. APPANNA.**—The estimated value for starting the project is Rs. 17 crores, out of which 30 per cent is imported. So, we have to get imported machinery worth of nearly Rs. 5 crores and that is why they are hesitating to give licence for this project. But in the alternative, we have suggested two other schemes in which the requirement of foreign exchange is less.

**Sri M. N. RAMANNA.**—Is it not true that the main impediment is the vested interests in this matter?

**Sri A. P. APPANNA.**—I do not think so.

**Sri C. K. RAJAI AH SHETTY.**—Is it not a fact that HMT has offered the Fiat Car Company to manufacture major portion of the parts and thereby they can step up production? Why not we take that help and reduce foreign exchange?

**Sri A. P. APPANNA.**—The HMT has proposal to produce certain parts and not all the equipment that is necessary for starting of a car project.

**Sri M. S. KRISHNAN.**—Is it not true that Birlas are coming in the way of small car project in our State?

**Sri A. P. APPANNA.**—So far as we know, it is not so.

**ಶ್ರೀ ಎಲ್. ಶ್ರೀಕಂಠಯ್ಯ.**—ಪರಿಸ್ಥಿತಿ ಹೀಗಿದ್ದರೂ ಕೂಡ ದಿಲ್ಲಿಯಿಂದ ಬಂದ ಮುಖ್ಯ ಮಂತ್ರಿಗಳು ಏತಕ್ಕೆ ಇಲ್ಲದ ಆಶೆಯನ್ನು ಮೈಸೂರು ಸಂಸ್ಥಾನದ ಜನತೆಗೆ ಉಂಟು ಮಾಡಿದರು?

**Sri A. P. APPANNA.**—The hope is still there. We have not given up hope, because the Government of India have promised that they would consider it.

**Mr. SPEAKER.**—Hope springs eternal in the human breast!

**Sri A. R. BADRI NARAYAN.**—Is there a project report ready and if so, what is the collaboration contemplated?

**Sri A. P. APPANNA.**—According to the project report that we have sent to the Government of India, the estimated cost is 32 crores of rupees. And the foreign collaboration we have suggested to the Government of India is with Messrs. TOYO KOGO of Japan, a firm which has been producing MAZDA cars. The monthly production that we have envisaged in this project is 4,200 cars with 20 per cent spare per month. The estimated value of the equipment is 17 crores, out of which 30 per cent is imported. The employment potential is 11,000. The total cost of machinery and plant is 23 crores.

**ಶ್ರೀ ಸಿದ್ದಯ್ಯ ಕಾಶೀಮಠ.**—ನನ್ನ ಕಾರುಗಳ ಅವಶ್ಯಕತೆ ಬಹಳ ಇರುವುದರಿಂದ ಈ ಯೋಜನೆಗೆ ಕೋಟಿಗಟ್ಟಲೆ ಹಣ ಬೇಕಾಗುತ್ತದೆ. ಅದ್ದರಿಂದ ನಮ್ಮ ಸರ್ಕಾರದವರು ಈ ಯೋಜನೆಯನ್ನು ಪ್ರಾರಂಭಮಾಡುವುದಕ್ಕೆ ಇರುವ ತೊಂದರೆಯೇನು ?

**Sri A. P. APPANNA.**—In fact the application for licence was made by the Mysore State Industrial Investment Development Corporation which is a Government body.

**Dr. R. NAGAN GOWDA.**—May I know whether a model of this proto-type has been worked out and if so, what is likely to be the cost of this very small car ?

**Sri A. P. APPANNA.**—When the proto-type was submitted to the Government of India by Mr. P. M. Reddy, the cost excluding taxes was Rs. 5,000; including taxes Rs. 7,000; But after devaluation, he has again estimated the cost excluding taxes at Rs. 6,600.

**Mr. SPEAKER.**—This is all in the stage of investigation.

**Sri H. SIDDAVEERAPPA.**—Sir, we have been riding these small cars for the the last five years without the cars being there. May I know who are the directors of the Mysore State Industrial Development Corporation and whether that is duly registered under the Joint Stock Companies Act ?

**Sri A. P. APPANNA.**—Most of the Directors are Government officials of the Industries Department. I do not have the entire list before me. The Managing Director of this Corporation is Mr. K. H. S. Reddy.

**Sri H. SIDDAVEERAPPA.**—Whether there are any non-officials in this Corporation ?

**Sri A. P. APPANNA.**—The list is not before me, Sir.

**Sri H. SIDDAVEERAPPA.**—May I know whether it is purely a public sector or public-cum-private sector undertaking—this Corporation?

**Sri A. P. APPANNA.**—It is purely public. The entire share capital has been subscribed by the Government.